



Missoula District Office
2100 W Broadway
PO Box 7039
Missoula, MT 59807-7039

September 11, 2008

Ravalli County Commissioners
215 South Fourth, Suite A
Hamilton, MT 59840-2853

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Ravalli County Commissioners

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Subject: S-203 Level of Service and ADT

Commissioners, recently one or more of you requested information regarding the Level of Service (LOS) and Average Daily Traffic (ADT) for this roadway. You also requested information regarding our Systems Impact Assessment Process and Approach approval process. I'm enclosing all that information with this letter.

Recently, MDT was contacted by a developer who asked us for a receipt for the mitigation fee they would be sending us. I believe they mentioned there was a \$1,400 mitigation fee requirement in the approval of their development. MDT can not accept this payment from a developer. I am in the process of obtaining additional information showing what we have done with other governments within the state in regards to this issue. A couple possibilities include:

1. The local government establishes an accounts receivable account – as a means to accept and hold developer contributions for future work or participation in future improvement projects that will be administered by the local government. If the future project includes improvements on a route under MDT's jurisdiction; MDT would require an agreement between the local government and MDT describing the roles and responsibilities for working on MDT's facilities. Using this method would allow the local government to collect funds from a number of developments in an area and when enough funds are collected, the improvement project could be developed.
2. The local government could require the developer to set up an individual escrow account to hold their contribution to a future improvement project. The account would have to be set up so that the local government would have the authority to release or collect the funds in the account. Depending on the terms, this method would allow the developer to draw against interest earned over time. Based on our limited experience this type of process requires a significant amount of staff time for management of the accounts over time.

Again, I am attempting to obtain additional information for you, but I would also encourage you to reach out to Missoula City or County, or Bozeman City or Gallatin County as I am aware each of these governments has established mitigation fees with the appropriate escrow accounts. Obviously, any mechanism pursued will have to be reviewed by your legal staff to ensure it falls within the County's jurisdictional authority.

To better explain MDT's processes I will be contacting Glenda to set up a time for myself, Jim Skinner and Lynn Zanto to meet with you. If there are any specific issues you would like us to address or additional information you would like, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Kailey', with a stylized flourish at the end.

Dwane E. Kailey, P.E.
District Administrator



copies: Lynn Zanto
Jim Skinner
Shane Stack
Glen Cameron



Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Dwane Kailey, Administrator
Missoula District

From:  Sandra Straehl, Administrator,
Rail, Transit, & Planning Division 

Date: August 25, 2008

Subject: S-203 Level of Service, (LOS)

Dwane,

As you requested several weeks ago, my staff conducted a LOS analysis on three separate route segments of S-203 between Florence and Stevensville. Following are the results of that effort.

From	To	2007		2012		2017		2022		2027	
		LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT
000+0.000	002+0.000	B	3650	C	4335	C	5149	C	6115	D	7263
002+0.000	011+0.000	C	3740	C	4442	C	5276	C	6266	D	7442
011+0.000	EOR	D	7150	D	8492	E	10086	E	11979	E	14227

* Future AADTs' are assumed with a 3.5% annual compound growth rate.

Our estimate as to the AADT that would cause the LOS to fall into LOS F is about 20,000 vpd for all three sections we analyzed.

Please note that we utilized the Congestion Management System, (CoMS) and hand calculations to conduct this analysis. The CoMS and hand calculations both utilized the capacity analysis techniques in the 1998 third edition of the *TRB Highway Capacity Manual* (HCM). Data items used in the CoMS for the rural two-lane analyses include lane widths, shoulder widths, no passing zones, terrain types, traffic volumes by % vehicle type, and number of lanes and directional distribution of vehicles. The CoMS was designed to be used at the system level as opposed to the project or route level, so

was designed to be used at the system level as opposed to the project or route level, so caution should be used when considering the results of this analysis. The LOS data provided was based on 2007 traffic volumes. Additionally, the future year traffic data is forecasted using a simple straight line linear projection based on historical growth rates and has no basis on local land use criteria.

If you have any specific questions, please contact Bill Cloud at 444-6114.

copy: Christopher De Verniero, Planning Systems Section